candidates sponsored by the employment exchange have been waiting for their interviews/selections since long;

(c) if so, what are the reasons thereof; and

(d) by when all selection formalities are likely to be completed?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) As on 31-10-92 there are 18 vacancies in the Indian Airlines Hqrs. for the posts of Peon/Frash.

(b) to (d) In response to Indian Airlines requisition of 15th June, 1992, names of 155 candidates were sponsored by Employment Exchanges. The selection process did not commence due to ban on all direct recruitment imposed on 23rd July, 1992. Pending review of requirement of manpower of the Corporation.

Air mishap near Goa

8. SHRI M. A. BABY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that IC 467 had an airmiss near Goa on October 29, 1992.

(b) if so, what are the details and circumstances in which the even occurred; and

(c) what steps are being taken by Government to avoid similar occurrances in future?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) on 26-10-92 Indian Airlines flight IC-467 was asked to hold over Goa by the ATC at 3000 feet while an Indian Navy IL-38 aircraft was being cleared for departure. The IL-38 while climbing came in close proximity of IC-467 which had to take immediate evasive action.

(c) The matter is under investigation.

Development of Torusim in Assam

9. SHRI BHADRESWAR GOHAIN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what steps have been taken by Government to encourage tourism in Assam;

(b) whether Government are aware that unless the Restricted Area Permit System is abolished for the North East that part of India cannot attract foreign tourists; and

(c) if so, what steps are taken by Government in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The Government of India assists the State Government of Assam in the development of infrastructure facilities and publicising the tourist attractions in the country and overseas.

(b) and (c) Restricted Area Permit System is prevalent in the interest of National Security. The Government regularly reviews the situation and has extended relaxation in the rules for Restricted Area Permit from time to time.

New International Terminals at Bombay

10. SHRI VISHWASRAO RAMRAO PATIL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that IAAI is awaiting for the clearance for new international terminal at Bombay;

(b) if so, the details thereof; and

(c) by when Government propose to give clearance for the new international terminal at Bombay?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) The proposal envisages construction of a Terminal building (including

administrative offices) with an area of 55,000 sqm. at an estimated cost of Rs. 84.12 crores. This will cater for an additional peak hour capacity of 2100 passengers and 2.5 million passengers annually.

(c) Clearance will be given after the prescribed procedure is completed including approval by the Public Investment Board.

Number of Tourists visiting Vaishnu Devi Shrine

11. SHRI KRISHAN LAL SHARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of persons who visited Vaishnu Devi Shrine during 1991 and so far in 1992;

(b) whether Government have decided to introduce any special flights from Delhi to Jammu for the facility of persons visiting Vaishnu Devi; and

(c) what other facilities Government propose to provide to the persons visiting Vaishnu Devi?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The number of persons who visited Vaishnu Devi Shrine during 1991 and upto 15th November 1992 are 3124331 and 3431980 respectively.

(b) No, Sir.

(c) The Central Government is contemplating to augment accommodation facilities at Bhavan and Katra.

पिछले तीन वर्षों के दौरान इंडियन एयरलाईंस के विमान चालकों और इन्जीनियरों की हड़ताल

12. डा० बापू कालदाते: क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

(क) पिछले तीन वर्षों के दौरान इंडियन एयरलाइन्स के विमान चालकों और इन्जीनियरों द्वारा की गई हड़तालों का ब्यौरा क्या है;

(ख) इन हड़तालों के कारण इंडियन एयरलाइन्स को कितना घाटा उठाना पड़ा है; और

(ग) सरकार बार-बार हड़ताल करने वाले कर्मचारियों के विरुद्ध क्या कार्रवाई करने का विचार रखती है?

नागर विमानन और पर्यटन मंत्री (श्री माधवराव सिंधिया): (क) पिछले तीन वर्षों के दौरान इंडियन एयरलाइंस के विमानचालकों और इंजीनियरों द्वारा की गई हड़तालों/धीरे काम करो/नियमानुसार काम करो आंदोलन के ब्यौरे निम्न प्रकार है;—

1. 11/12 जुलाई, 1990 को भारतीय वाणिज्यिक विमानचालक संघ (आई०सी०पी०ए०) इंडियन एयरलाईंस की 4 मान्यताप्राप्त यूनियनों (संघों सहित) द्वारा हड़ताल;

2. 3/4 नवम्बर, 1991 की शाम/रात्रि को 31 विमानचालकों द्वारा सामूहिक रूप से बीमार होने की सूचना देना;

3. बीमारी के कारण 20, 21 और 22 दिसम्बर, 1991 को विमानचालकों द्वारा बड़ी संख्या में अपनी अनुपस्थिति;

4. भारतीय वाणिज्यिक विमानचालक संघ (आई०सी०पी०ए०) द्वारा जारी 10.10.1992 का निदेश और 13.10.1992 को हड़ताल नोटिस जिसमें उनसे उड़ान सुरक्षा की दृष्टि से 30.10.1992 से उन बहुत से हवाई अड्डों से परिचालन न करने को कहा गया था;

5. 3.11.1989 को अखिल भारतीय विमान इंजीनियर संघ (ए०आई०ए०ई०ए०) को जारी निदेश जिसमें उनसे ए-320 पर 6.11.1989 को किसी भी प्रशिक्षण में भाग लेने के लिए अपने सदस्यों से मनाही की गई;

6. 7 नवम्बर, 1989 से विमान अनुरक्षण इंजीनियरों द्वारा सम्पूर्ण भारत में हड़ताल की गई। 6 दिसम्बर, 1989 को हड़ताल वापस ले ली गई।

(ख) पिछले तीन वर्षों के दौरान विमानचालकों और इंजीनियरों द्वारा किये गये आंदोलन/हड़ताल के कारण